

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 09/29/2004

DEN04MA015 File No. 16265	10/29/2003	Cody, WY	Aircraft Reg No. N791FE	Time (Local): 08:54 MST		
Make/Model:	Cessna / 208B			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney Canada / PT6A-114A		Crew	1	0	0
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	Cargo					
Name of Carrier:	Corporate Air					
Type of Flight Operation:	Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point:	Casper, WY			Condition of Light:	Day	
Destination:	Cody, WY			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	Off Airport/Airstrip			Basic Weather:	Instrument Conditions	
				Lowest Ceiling:	200 Ft. AGL, Broken	
				Visibility:	1.25 SM	
				Wind Dir/Speed:	Calm	
				Temperature (°C):	1	
				Obstr to Vision:	Fog	
				Precipitation:	Snow	
Pilot-in-Command	Age: 37			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	11094	
Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land				Last 90 Days:	75	
Instrument Ratings				Total Make/Model:	5821	
Airplane				Total Instrument Time:	1200	

ARTCC asked the pilot of Airspur 8773 if he would be able to execute the VOR instrument approach. The pilot said he could, but he wanted to "hold for awhile to see if [the weather] gets a little better" [according to the METAR, visibility was 1.75 statute miles and there was a 200-foot overcast ceiling]. He was cleared to hold north of the VOR at 12,000 feet msl. While holding, the pilot filed the following PIREP indicating light rime icing. Shortly thereafter, he was cleared for the approach. Three witnesses saw the airplane on the downwind leg, just past midfield, at an estimated altitude of 500 feet. Shortly thereafter, one of them heard the engine "spool up to high power...[like reversing] the pitch of the propeller to slow down," and he thought the airplane had landed. Five witnesses said the airplane emerged from the overcast and banked "sharply to the left, then back to the right, then back to the left, then took a hard bank to the right," rolled inverted and struck the highway just south of the airport perimeter. The airplane slid down the embankment and out into a lake, becoming partially submerged. Witnesses said it was "snowing hard" and the highway was covered with 1 to 2 inches of slush. Wreckage examination revealed the flaps were down 30 degrees, the wing deice boots were "ribbed," and the inertial separator was open. According to the toxicological report, chlorpheniramine, desmethylertraline, sertraline, and pseudoephedrine were detected in blood. In addition, chlorpheniramine, sertraline, phenylpropanolamine, and pseudoephedrine were detected in the urine. The urine also contained acetaminophen. Sertraline (trade name Zoloft) is a prescription antidepressant medication. According to the Guide for Aviation Medical Examiners, "The use of a psychotropic medication is considered disqualifying. This includes all... antidepressant drugs..." Chlorpheniramine is an over-the-counter sedating antihistamine used primarily for the treatment of allergies. Pseudoephedrine (trade name Sudafed) is a decongestant. Acetaminophen (trade name Tylenol) is an over-the-counter pain-reliever and fever-reducer. According to Dr. Stanley R. Mohler's "Medication and Flying: A Pilot's Guide," the adverse side effects of chlorpheniramine include drowsiness, dizziness, and lessened coordination. The side effects of pseudoephedrine are usually mild and infrequent, but may include sleepiness, dizziness,

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restlessness, headache, and perhaps some loss of coordination and alertness or confusion.

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CIRCLING (IFR)

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
 2. (F) WEATHER CONDITION - SNOW
 3. (F) FLIGHT TO DESTINATION ALTERNATE - NOT PERFORMED - PILOT IN COMMAND
 4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. (F) STALL - INADVERTENT - PILOT IN COMMAND
 6. USE OF INAPPROPRIATE MEDICATION/DRUG - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - ROADWAY/HIGHWAY
8. TERRAIN CONDITION - WATER

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

the pilot's failure to maintain aircraft control. Contributing factors include the pilot's failure to divert to an alternate airport, an inadvertent stall, and the snow and icing conditions.